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NOMINATION—USCG

HEARING

BEFORE THE

COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION UNITED STATES SENATE

ONE HUNDRED FIRST CONGRESS

SECOND SESSION

ON

NOMINATIONS

MAY 10, 1990

REAR ADM. J. WILLIAM KIME, TO BE COMMANDANT, AND REAR ADM. MARTIN H. DANIELL, JR., TO BE VICE COMMANDANT, UNITED STATES COAST GUARD

Printed for the use of the
Committee on Commerce, Science, and Transportation

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CONTENTS

	Page
Opening statement by Senator Stevens	1
Opening statement by the Chairman	2

LIST OF WITNESSES

Kime, Rear Adm. J. William	19
Biographical sketch	4
Prepared statement	22
Prehearing questions of the Committee and the answers	8
Daniell, Rear Adm. Martin H., Jr	35
Biographical sketch	27
Prehearing questions of the Committee and the answers	31

NOMINATIONS—USCG

THURSDAY, MAY 10, 1990

U.S. SENATE,
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION,
Washington, DC.

The committee met, pursuant to notice, at 9:20 a.m. in room SR-253, Russell Senate Office Building, Hon. Ernest F. Hollings (Chairman of the Committee) presiding.

Staff members assigned to this hearing: Mike Nussman and Becky Kojm, professional staff members and Ruth Johnson, minority professional staff member.

OPENING STATEMENT BY SENATOR STEVENS

The CHAIRMAN. The committee will please come to order.

We are pleased this morning to have before us the confirmation of our Commandant of the Coast Guard.

Senator STEVENS. Mr. Chairman, I have the honor today of introducing to you two distinguished members of the Coast Guard. I am pleased to do this because, as you know, I do represent the state which has half the coastline in the United States. I would like to remind you and other Members of this committee of that from time to time.

The CHAIRMAN. Does that mean you think you have half the Coast Guard?

Senator STEVENS. We have almost half the Coast Guard, and we are proud of it.

The CHAIRMAN. I am going to study that closely.

Senator STEVENS. The gentlemen I introduce to you today are Rear Admiral William Kime and Rear Admiral Martin Daniell. They have been nominated by the President to serve as Commandant and Vice Commandant, respectively, of the Coast Guard.

Rear Admiral J. William Kime graduated from the Coast Guard Academy in 1957 and has served the United States with great distinction. As the coordinator of the Pacific Region, the Office of National Drug Control Policy and the commander of the Central California Sector of the U.S. Maritime Defense Zone, Admiral Kime has demonstrated the leadership skills necessary to take our United States Coast Guard into the 21st Century.

As the Coast Guard's mission expands and changes, we need new leaders with experience in a multitude of areas, and I believe Admiral Kime's considerable experience in maritime safety, drug interdiction and other missions of the Coast Guard will serve our Nation well. I know Admiral Kime is committed to meeting the

goals of the Coast Guard as well as building his organization for the future.

I might say that I traveled in the Prince William Sound with Admiral Kime last year, and I know of his great concern for the work of the Coast Guard in particular from that trip.

President Bush also nominated Rear Admiral Martin Haynes Daniell, Jr. to become the Vice Commandant of the U.S. Coast Guard. Like Admiral Kime, Admiral Daniell also has considerable experience in drug interdiction efforts and has demonstrated his role in terms of his duties as coordinator of the Vice President's South Florida Task Force as a proven leader. Admiral Daniell is currently the district commander for South Carolina, Georgia, Florida and the Caribbean. Admiral Daniell has also served in the Coast Guard in Seattle and participated in a number of high seas patrols off my state in the North Pacific.

At a time when the fishermen in my state are fighting to protect their fisheries from high seas pirates, I think Rear Admiral Daniell's experience will be invaluable to the Coast Guard.

So I am honored, Mr. Chairman, to have the opportunity to present these two gentlemen to you and to the committee for their confirmation hearing.

I want to do one thing beyond that. I want to thank you for being so prompt in holding these hearings so that we can get these two fine officers confirmed as soon as possible.

OPENING STATEMENT BY THE CHAIRMAN

The CHAIRMAN. The committee is indebted to you, Senator Stevens, and the Coast Guard is indebted to you, Admirals Kime and Daniell.

There is no stronger supporter, no better leader for the interest of the Coast Guard, which of course is the interest of our Nation, than Senator Stevens of Alaska. He maneuvers when we work together on this committee, and he maneuvers when we cannot get enough money for the transportation appropriations subcommittee because of the 302(b) allocations. He then maneuvers over on the defense side in the Defense Subcommittee. If that is not sufficient, he will get it out of the White House budget somewhere.

So we are delighted, Ted, that you would present these gentlemen. I have had the pleasure of working with both of them. We are very fortunate to have both Admirals Kime and Daniell. I would just like to move Admiral Daniell to Charleston. That is my only misgiving about this hearing. It is just like trying to take Prudhoe and manage it from Cook's Inlet where you do have the Coast Guard. I do not believe you have it up on the north coast; the walruses will not let them up there.

Well, the Coast Guard was organized, I guess, for drug smuggling and collecting tax revenues. Today, the service has gone in to defense readiness, aids to navigation, marine safety, marine environmental protection, law enforcement, drug interdiction, search and seizure, and bridge administration. Most Americans do not understand that through the 200-mile extension under the Magnuson Act, we increase by one-third the size of the United States of America. Then we give it to the Coast Guard to watch over.

As I mentioned to Admiral Kime yesterday, he has these young lads 19 and 20 years old, climbing up the side of a ship 30 feet high at 1:00 a.m., and the ship is full of marijuana and a bunch of drug smugglers. I have tremendous admiration for the courage and dedication of the Coast Guard and the work up there at the Coast Guard Academy.

Even Senator Stevens and I cannot get all we need. We know that, and so we have to understand what you see from your vantage point as what we really need.

Good morning, I am pleased to be here today to review the nomination of Rear Admiral John William Kime for Commandant of the U.S. Coast Guard and the nomination of Rear Admiral Martin Haynes Daniell, Jr. for Vice Commandant.

Admiral Kime will succeed Commandant Yost, who is retiring, and Admiral Daniell will succeed Vice Commandant Lusk.

When it was established in 1790, the Coast Guard's job was to prevent smuggling and collect tax revenues. Over the past 200 years, its responsibilities have grown dramatically and now include law enforcement, drug interdiction, search and rescue, defense readiness, aids to navigation, marine safety and marine environmental protection. The diversity of the Coast Guard mission is apparent when you look at its involvement in some highly publicized events—from continuing efforts to block the flood of drugs into our country to ongoing attempts to contain and clean up several oil spills that have occurred in recent months, particularly the infamous *Exxon Valdez* oil spill in Alaska last year and the more recent spill off the coast of southern California.

We as a nation call on the Coast Guard to fulfill several difficult functions, and expectedly, the jobs of Commandant and Vice Commandant are demanding. Certainly, the two gentlemen who have been nominated to assume leadership of the Coast Guard realize the importance of these positions, and I am sure each is capable of fulfilling his expected duties. Their most recent predecessors serve as prime examples of how their jobs should be done.

Admiral Kime graduated in 1957 from the U.S. Coast Guard Academy, and in 1964, he obtained his M.S. degree in naval architecture and marine engineering at the Massachusetts Institute of Technology [MIT].

During his nearly 33 years of service, he has held a variety of assignments, including Chief of the Office of Marine Environment and Systems, Chief of the Office of Merchant Marine Safety, and Chief of the Office of Marine Safety, Security and Environmental Protection. Currently, Admiral Kime is the District Commander for the Eleventh Coast Guard District headquartered in Long Beach, California.

The nominee for Vice Commandant, Admiral Daniell, graduated from Dartmouth College in June of 1957, and later obtained his M.S. degree in management from the U.S. Naval Postgraduate School in 1966.

During his nearly 33 years of service, he has held a variety of assignments, including commanding officer of the Coast Guard Cutters *Bittersweet* and *Yocona* and deputy chief in the Office of the Chief of Staff at Coast Guard Headquarters. Currently, Admiral

Daniell is the District Commander for the Seventh Coast Guard District headquartered in Miami, Florida.

Gentlemen, we welcome both of you, and I look forward to hearing your statements.

[The biographical sketch and prehearing questions and answers follow:]

JOHN C. DANFORTH, MISSOURI, CHAIRMAN
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United States Senate
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION
WASHINGTON, DC 20510

STATEMENT FOR COMPLETION BY PRESIDENTIAL NOMINEES

(If more space is needed, please use attached REMARKS sheet)

A. BIOGRAPHICAL DATA

1. Name: KIME (Last) JOHN (First) WILLIAM (Other)

   Address: QUARTERS A, RESERVATION POINT (Current residence) 400 OCEANGATE (Business)

   TERMINAL IS., SAN PEDRO, CA 90731 LONG BEACH, CA 90822-5399

2. Position to which nominated: COMMANDANT, U.S. COAST GUARD Date of nomination: 30 MARCH 1990

3. Date of birth: JULY (month) 15 (day) 1934 (year) Place of birth: GREENSBORO, NC

4. Marital status: MARRIED Full name of Spouse: VALERIE JEAN KIME

5. Names and ages of children: JAMES GARETH WILLIAM KIME - 7
   EDWARD WILLIAM KIME - 30

6. Education:

Institution	Dates attended	Degrees received	Dates of degrees
U.S. COAST GUARD ACADEMY	6/53-6/57	B.A.	JUNE 1957
MASSACHUSETTS INST. OF TECHNOLOGY	6/61-6/64	M.S. NAV.E.	JUNE 1964

7. Employment record: List all positions held since college, including the title or description of job, name of employer, location of work, and dates of inclusive employment.

From	To	Name of employer	Address	Type of work
1 JUN 57	PRESENT	U.S. COAST GUARD	SEE ATTACHED SHEET	MILITARY OFFICER

8. Government experience: List any experience in or direct association with Federal, State, or local governments including any advisory, consultative, honorary or other part-time service or positions.

SAME AS (7) ABOVE

9. Political affiliations activities: List all memberships and offices held in or financial contributions and services rendered to all political parties or election committees during the last 10 years.

NONE

DATES	LOCATION	POSITION
6/57-9/57	U.S.C.G. ACADEMY	SUMMER ENSIGN
9/57-9/58	USCGC CASCO-BOSTON	FIRST LIEUTENANT
9/58-9/59	USCGC CASCO-BOSTON	STUDENT ENGINEER
9/59-4/60	USCGC CASCO-BOSTON	ASST. ENGINEER OFFICER
4/60-6/61	USCG LORAN STA,WAKE IS.	COMMANDING OFFICER
6/61-6/64	MIT -CAMBRIDGE,MA	GRADUATE STUDENT
6/64-4/68	USCG HEADQUARTERS	MARINE ENGINEERING BR- DUTY
4/68-12/69	USCGC BOUTWELL-BOSTON	ENGINEER OFFICER
12/69-4/71	USCG HEADQUARTERS	NAVAL ENGINEERING DIV-DUTY
4/71-6/73	USCG HEADQUARTERS	CHIEF,MARINE ENG. BRANCH
6/73-7/76	THIRD C.G DIST - NY	CHIEF,MERCHANT MARINE TECHNICAL BRANCH
7/76-7/77	ICAF - DC	STUDENT
7/77-7/78	USCG HEADQUARTERS	ASS'T CHIEF, MERCHANT MARINE TECHNICAL DIV
7/78-7/81	USCG MARINE SAFETY OFF. BALTO	COMMANDING OFFICER
7/81-6/82	USCG HEADQUARTERS	DEPUTY CHIEF, OFFICE OF MARINE ENVIRONMENT & SYSTEMS
6/82-7/84	7TH C.G. DIST -MIAMI	CHIEF, OPERATIONS DIV
7/84-6/85	USCG HEADQUARTERS	CHIEF, OFFICE OF MARINE ENVIRONMENT & SYSTEMS
6/85-6/86	USCG HEADQUARTERS	CHIEF, OFFICE OF MERCHANT MARINE SAFETY
6/86-5/88	USCG HEADQUARTERS	CHIEF, OFFICE OF MARINE SAFETY,SECURITY & ENVIRONMENTAL PROTECTION
5/88-PRESENT	11TH C.G.DIST.LONG BEACH	DISTRICT COMMANDER

10. Memberships: List all memberships and offices held in professional, fraternal, scholarly, civic, charitable, and other organizations.

AMERICAN SOCIETY OF NAVAL ENGINEERS - MEMBER

SOCIETY OF NAVAL ARCHITECTS AND MARINE ENGINEERS (SNAME)- MEMBER (PAST MEMBER OF EXECUTIVE COMMITTEE AND COUNCIL)

11. Honors and awards: List all scholarships, fellowships, honorary degrees, honorary society memberships, and any other special recognitions for outstanding service or achievement.

TAU BETA PI

SIGMA XI

NUMEROUS MILITARY DECORATIONS PER MY BIOGRAPHICAL STATEMENT

12. Published writings: List the titles, publishers, and dates of books, articles, reports, or other published materials you have written.

"DAMAGE STABILITY REQUIREMENTS FOR TANK SHIPS, CHEMICAL SHIPS AND GAS SHIPS," PUBLISHED IN "MARINE TECHNOLOGY" IN 1976 BY SNAME

"A REVIEW OF THE IMCO CODE FOR GAS SHIPS," PUBLISHED IN "1977 STAR SYMPOSIUM PROCEEDINGS" BY SNAME

Commandant 1
10 May 1990

MOST IMPORTANT RESPONSIBILITIES/ISSUES AS COMMANDANT

QUESTION: If confirmed as Commandant, what do you see as your most important responsibilities? With what issues will you concern yourself in the near future?

ANSWER: **MAJOR POINTS**

1. PEOPLE
   - My number one job is to look after my most valuable asset ... the men and women of the Coast Guard. Without them, obviously I cannot accomplish the missions entrusted to the Coast Guard.
   - We have made significant strides in gaining the equipment we need to do our jobs, but our personnel strength is still insufficient to carry out all our responsibilities.

2. EXAMINE THE BEST UTILIZATION OF LIMITED RESOURCES
   - I will continue to examine the best possible distribution of resources.
   - One of the great utilities of the Coast Guard is our multimission capability. It allows us to tailor our responses to the priorities at hand.

3. ENVIRONMENT
   - It's fashionable again to be concerned about the environment, but it's been our line of business, fashionable or not, for over twenty years.
   - The pending oil spill legislation is an initiative that must be undertaken for the good of the country and the environment. But it levies a considerable number of new responsibilities upon us; additional funds and people will be required for implementation.

4. LAW ENFORCEMENT

- The drug problem will remain significant for at least the next several years. Interdiction must continue to hold the line while increasingly successful demand reduction programs take hold.
- The protection of marine resources, particularly fisheries, will remain a major Coast Guard responsibility.
- Alien and migrant interdiction programs will likely grow.

4. SEARCH AND RESCUE

- One of the founding tenets of the Coast Guard is a dedication to saving lives at sea. This mission is the philosophical backbone of the Coast Guard.
- Over the past years we have taken our lumps as we have tried to balance the demand for government services with the drive to shift functions that are not inherently governmental to the private sector.
- But we will always continue to provide services to the mariner in distress.

5. AIDS TO NAVIGATION RESOURCES

- We have not made much progress in replacing our oceangoing buoy tenders, many of which are nearly fifty years old. In addition to the aids to navigation mission, these cutters also serve key roles in other mission areas (i.e., SAR, LE, MEP, etc.).

- The need for additional Vessel Traffic Services is being studied. I will support authorization for more and better VTSs if adequate funding is provided and if it will reduce the possibility of marine casualties. These services are to assist the mariner, not to relieve him of the responsibility for the safe navigation of his vessels.

6. THE 21st CENTURY

- As the millennium approaches I want to insure that a viable and effective Coast Guard will be prepared to meet it's challenges.

PERSONNEL

QUESTION: Many statements have been made to the effect that the Coast Guard is a people-intensive organization. How do you view the human resources currently available to the Coast Guard?

ANSWER: MAJOR POINTS:

1. OVERALL OUR PEOPLE ARE DOING WELL
   - Morale remains high ... military and civilian personnel proud of what the Coast Guard is and does, and service to their country.
   - Enlisted retention rates remain high in all but a few high tech ratings ... average 48.8% first term reenlistment rate ... second and subsequent rates at more than 85%.

2. WORKING HARD TO DO OUR JOB
   - Increase in missions, without increase in people ... too few people stretched too thin.

3. PAY AND HOUSING ARE PRIMARY CONCERNS
   - Compensation for military personnel is falling further behind compensation for comparable work in the private sector.
   - Civilian pay "gap" has widened to a "canyon" ... as much as 28% below CY89 CPI. Very difficult to recruit quality personnel in major urban areas.
   - Housing is a major concern of our military people ... lack of affordable housing particularly hard on junior enlisted people.

4. NEED HELP FOR PAY AND HOUSING SOLUTIONS
   - Supporting DoD efforts to increase military pay and revamp BAQ/VHA system.
   - Supporting current initiatives to reform civilian pay.
   - Housing extremely expensive in many urban, coastal resort and remote areas where CG personnel must work and live, i.e. California, Boston/Cape Cod, Alaska to name a few.
   - Requesting increased AC&I funding to provide housing in tough markets such as Cape Cod, MA; San Juan, PR; and Sandy Hook, NJ.

5. NEED FULL FUNDING TO ADDRESS PERSONNEL SHORTAGES
   - Can't afford authorized personnel now due to pay raise absorption, and funding cuts such as G-R-H.

Commandant 3
10 May 1990

CAPITAL PLANT REPLACEMENT

QUESTION: In terms of your capital plant ... are you satisfied with the pace of the replacement and upkeep of Coast Guard assets?

ANSWER: **MAJOR POINTS:**

1. FIRST, WE NEED TO LOOK AT CAPITAL ASSETS AS THEY RELATE TO MISSION REQUIREMENTS ... ENSURE WE PRESERVE OUR RESOURCE CAPABILITIES TO MEET STATUTORY RESPONSIBILITIES IN CORE MISSIONS

2. OVERALL, I THINK THE PACE OF REPLACEMENT IS TOO SLOW ... SOMETIMES WE CAN'T PUT IT OFF ANY LONGER; SHOULD BE ON A PLANNED SCHEDULE
   - Four years ago ADM Yost said CG needed at least $600M annually for AC&I ... inflation has made that $700M today.
   - Since 1985 appropriation has averaged $490M, including DOD funds.

3. AC&I FUNDING OVER THE LAST DECADE HAS ALLOWED US TO REPLACE MANY OF OUR AIR ASSETS
   - Replaced Short Range Recovery Helicopters (HH-52s with HH-65), Medium Range Surveillance Aircraft (HU-16 with HU-25)
   - Most of the C-130 fleet has also been replaced this past decade.
   - Received funding to replace our Medium Range Recovery Helicopters (HH-3 with HH-60).

4. IN THE 1990'S WE MUST REPLACE MAJOR VESSEL CLASSES ... MANY EXISTING SHIPS AND BOATS SIGNIFICANTLY EXCEED THEIR INTENDED SERVICE LIFE

- Replace our 50 year old buoytender fleet that had 30 year intended service life.
- Replace a 30 year old patrol boat class that had a 20 year intended service life.
- Must replace our workhorse SAR surf boat, the 44 FT MLB that exceeds its intended service life by 5 years.
- Retired 45 year old polar icebreaker last year ... 15 years older than any other icebreaker in the world.

5. SHORE PLANT VALUED AT APPROX $6B ... REQUIRES AT LEAST $120M ANNUALLY TO REPLACE ON A 50 YEAR CYCLE

- Coast Guard has lots of historic buildings -- some not by choice, but due to age.
- Funding for shore facilities hasn't kept pace ...
- FY91 request is largest in recent history at $86M.

6. SOME C3 SYSTEMS ARE OBSOLETE OR IN SOME CASES NON-EXISTENT

- Must replace old stand alone systems ... demand exceeds capacity of equipment ... obsolete and no longer supportable.
- Need to keep pace with comms and navigation system requirements, e.g. VHF-FM replacement and GPS.

7. PURSING NEW INITIATIVES OR EXPANDED MISSIONS WITH AGING CAPITAL PLANT ... COSTLY, INEFFICIENT AND RISKY

- Maintenance costs of assets predicated on expected lifecycle.
- Extending results in increased, unplanned costs, extra work for our people, and training our people on obsolete technology.
- Older hardware is less reliable ... can impact mission accomplishment.

Commandant 4
10 May 1990

CG/DOD COOPERATION IN THE DRUG WAR

QUESTION: A few years ago, the Coast Guard was embroiled in what appeared to be "turf battles" with the Customs Service, particularly with respect to the drug war. Fortunately, the situation appears to be resolved. However, as the Department of Defense (DOD) becomes more involved in the drug war, do you foresee similar problems with DOD?

ANSWER: **MAJOR POINTS**

1. NOT AT ALL ... COOP WITH DOD IS NOTHING NEW
   - As a U.S. armed service, CG is an inherent part of the country's military organization.
   - CG routinely participates with DoD (particularly NAVY) in exercises, as well as actual military operations.
   - CG has been involved in every major U.S. armed conflict since 1790.

2. EXTENSIVE CG/DOD INTERACTION ... LONG-STANDING RELATIONSHIPS
   - Established CG/DOD liaison officers in various staffs and commands throughout DoD, including the Pentagon ... JCS.
   - JTF4/5 are joint CG/DoD commands led by CG flag officers.

3. DOD NOT NEW TO DRUG LAW ENFORCEMENT
   - CG and DOD have been working together closely for nearly ten years in this mission.
   - NNBIS established 1982, with CG in key leadership roles, to improve/coordinate DOD particpation in drug LE.
   - I will work closely with Gen Powell, Adm Kelso and CINCs ... have already discussed with Gen Powell and will meet soon with Adm Kelso.

4. EXAMPLES OF LE COOP: US NAVY ...
   - Successful LEDET team program ... CG boarding teams ride NAVY ships.
   - NAVY dedicated ships for COMCARIBRON ... squadron headed by CG O-6.
   - NAVY loaned (4) E-2Cs to CG.
   - NAVY P-3s pass sighting info to CG assets.
   - CG assists NAVY in small craft school in Panama ... trains Latin American students in LE.

5. US ARMY ...
   - ARMY Blackhawks participate in Operation Bahamas, Turks and Caicos (OPBAT).
   - Night vision goggles supplied by ARMY.

6. US MARINE CORPS ...
   - USMC OV-10s provide surveillance flights in Caribbean.

7. US AIR FORCE ...
   - Land Based Aerostat (LBA) maintained at Cujoe Key (Fat Albert).
   - CG liaison officer at North America Air Defense Command (NORAD).

Commandant 5
10 May 1990

ZERO TOLERANCE POLICY AND PROCEDURES

QUESTION: In the past, we have heard quite a bit about the Coast Guard's zero-tolerance drug policy. Would you please describe this policy and its current implementation?

ANSWER: MAJOR POINTS:

1. CURRENT POLICY IS STRAIGHTFORWARD NO DRUGS ON U.S. VESSELS
   - This is an Administration policy not just CG. All authorized agencies enforce.
   - A U.S. vessel found possessing any amount of controlled substance is subject to seizure/forfeiture.

2. ENFORCEMENT PROCEDURES SET FORTH IN REGULATIONS ... CONSTRUCTIVE SEIZURE FOR ALL VESSELS
   - Final Rule published September 1989 included definitions for the following:
     - Defined personal use amounts (less than 1 oz MJ or 1 gr Coke).
     - Innocent owner protection..
     - Expedited forfeiture proceedings.
     - Summons in lieu of physical seizure ... constructive seizure ... for commercial fishing industry vessels.
   - A vessel is subject to constructive seizure if personal use amount is found and linked to ownership of vessel ... a summons would be issued.
   - Change in November 1989 expanded use of summons for all vessels, not just commercial vessels.

3. SEIZURES REDUCED
   - Focus on civil fine in lieu of seizing the conveyance.
   - Coast Guard issues summons in lieu of seizure.
   - Customs offers option to pay a pre-mitigated fine of $500 (first offense) or $1000 (Second offense).
   - Failure to pay the penalty results in immediate physical seizure and initiation of forfeiture proceedings.

4. RESULTS = FAIRNESS
   - With changes mandated for commercial vessels, policy change to include noncommercial vessels a matter of equity.
   - Less administrative burden on the Federal government.

BACKGROUND:

Under the Administration's Zero Tolerance Program, if a boarding team finds evidence of an individual(s) illegally possessing any amount of controlled substance, those individuals are subject to arrest.

Commandant 6
10 May 1990

COAST GUARD MILITARY READINESS ROLE

QUESTION: Do you see the recent outbreak of democracy around the world affecting the Coast Guard's military readiness role?

ANSWER: **MAJOR POINTS**

1. CG ROLE COULD EXPAND AS SEA LANES OF COMMUNICATIONS INCREASE IN IMPORTANCE
   - Reduced troop strength abroad. means greater mobilization capability required.
   - Greater need to ensure safe and efficient sealift capability should need arise.
   - Greater number of ports will be utilized ... present strategic ports cannot handle all projected requirements.

2. WILL CONTINUE TO PLAY SIGNIFICANT ROLE IN CONTINGENCY PREPAREDNESS
   - CG resources are committed to a wide array of contingency plans.
   - Statutory requirement to maintain a ready force.

3. ANY SHIFT IN MISSION EMPHASIS WILL BE COORDINATED WITH THE NAVY
   - Intend to review mutual responsibilities with CNO and Fleet CINCs.
   - Will want to insure that CG role under the existing MDZ concept is responsive to changing security needs.

4. VITAL AND EXPANDING ROLE IN BROADER ISSUE OF NATIONAL SECURITY
   - Sharing CG technical and operational expertise with Navies and Coast Guards of other nations.
   - Assisting other nations in the interdiction of contraband and protection of their coastal environments.

Commandant 7
10 May 1990

OIL POLLUTION LIABILITY AND COMPENSATION LEGISLATION

QUESTION: Do you have any comments on the pending "Oil Pollution Liability and Compensation Act"? What do you believe will be the effects on the Coast Guard of the proposals being considered in the conference on this legislation?

ANSWER: **MAJOR POINTS:**

1. LEGISLATION PROVIDES SUBSTANTIAL INCREASE IN CG RESPONSIBILITY AND AUTHORITY IN PREVENTING AND RESPONDING TO OIL SPILLS
   - Requirements for Strike Teams, Contingency Plans, Vessel and Facility Response Plans.
   - Vessel construction, equipment, manning, and licensing requirements.
   - New VTS and traffic management schemes.

2. U.S. NEEDS PROTOCOLS TO CARRY OUT ITS SUBSTANTIAL INTERNATIONAL ENVIRONMENTAL EFFORT
   - Loss of U.S. prestige and influence without ratification of the Protocols.
   - There was significant Congressional input to the U.S. positions in negotiating the protocols ... and the world is aware of this.
   - Currently negotiating International Preparedness and Response Convention and Hazardous and Noxious Substances Liability Convention at IMO as well as other issues in other international forums.

3. DOUBLE HULLS/BOTTOMS
   - Sensitive to the many concerns on this issue.
   - Will provide additional level of protection ... but not total solution.
   - Existing ships should be permitted a phased implementation vice retrofit requirement.
   - Door should be left open for new solutions that may surface from National Academy of Science study.
   - Will require time to implement and put in force internationally.

4. CANNOT ABSORB LEVEL OF NEW TASKING WITHOUT NEW RESOURCES
   - Both bills authorize, but neither bill provides resources.
   - Essential that staffing and funding arrangements be developed.
   - House bill will require 453 people and $63M.
   - Senate bill will require 558 people and $72M.

The CHAIRMAN. Let me hear from you at this time, sir.

STATEMENT OF REAR ADM. J. WILLIAM KIME

Admiral KIME. Thank you very much, Senator. I certainly appreciate your holding this hearing. I thank you for your kind words and those of Senator Stevens.

Mr. Chairman, I do have a prepared statement, and if that could be entered into the record in its entirety, I would just like to make some summary remarks.

The CHAIRMAN. It will be included. You may highlight it as you wish.

Admiral KIME. I would also like to express through you, Mr. Chairman, my appreciation to those Members of the committee who have taken time to meet with me and Admiral Daniell to talk about priorities prior to this hearing. That has been very helpful to me.

I was deeply honored when the President nominated me to be the 19th Commandant of the Coast Guard. I think that the Coast Guard is a very strong, lean, flexible, capable and highly professional organization. I believe that I have the experience, ability and energy to lead the Coast Guard in the years ahead.

I am extremely pleased to have Admiral Daniell nominated to be the Vice Commandant of the Coast Guard. I think our current Commandant, Admiral Yost, has led the Coast Guard during the past four years with real distinction. He has been a very strong leader, and I think his accomplishments are very significant in number. In addition to these accomplishments, I think he has gained for us the respect of the public, the executive branch and the Congress. This forms a very strong foundation, I think, for Admiral Daniell and me to build on in the years ahead.

In these years ahead I look forward to working very closely with the Congress and with your staff to provide the best possible service to the American public. This morning I think I would like to stress two things, two ideas. One is people, and the other is balance.

People are our most important asset in the Coast Guard, and we have had many achievements in the past as well as in the recent past with the *Exxon Valdez* oil spill, and Hurricane Hugo which so adversely impacted South Carolina, and the Huntington Beach oil spill, and the earthquake in San Francisco. I think the success we had there was due to our people.

We have to do our utmost to see that we have the proper number of people and that we look after our people. I think they deserve the best support we can provide in the areas of housing, medical and family services, training, and in the provision of equipment. That is what I want to do.

I am very pleased. Admiral Daniell and I spent a great deal of time interviewing prospective candidates to be the Master Chief Petty Officer of the Coast Guard, and we selected Master Chief Petty Officer Robert Lloyd. He will be our eyes and ears and our direct communication with the enlisted men and women of the Coast Guard.

Speaking of women, I think the Coast Guard has to stress the importance of women and minorities in our service both in recruiting and, more importantly, in retention. We are working very hard on this now. We have to do better, and this is going to be one of our priorities.

Concerning balance, you have indicated our many and varied missions that we perform, and I think our priorities in performing these have to be flexible, recognizing that we have some changing challenges coming up. We must perform our missions in a balanced way. Environmental protection and vessel safety are things I think that are taking on new importance with the American people, with the administration, and certainly with the Congress. We want to stress that. The U.S. Coast Guard has been a national and international leader in this area, and we want to maintain that leadership.

We have already begun some initiatives to improve our ability to prevent or respond to oil spills. I want to pursue those with vigor, very aggressively. The Congress right now is working on some very important oil spill compensation and liability legislation, and I pledge that we in the Coast Guard will do all we can to help develop a meaningful product that will best serve the American people.

This legislation is very near and dear to my heart. I have been working on it since 1981, and I think the Congress is very close to some landmark legislation. That legislation mandates some vessel traffic system studies, and the Coast Guard has already embarked on those with a port needs study. I pledge that we will support the results of that study to provide, where needed in some of our key ports, necessary state of the art, world class VTS systems.

The Coast Guard has always been called the lifesavers. We have gotten that from our search and rescue, our aids to navigation program, and our boating safety program. That is kind of the core around which the Coast Guard has always been built. That is where we have gotten our maritime expertise.

I am going to talk about drug interdiction in just a minute.

While marine environmental protection is extremely important, we cannot lose sight of those key core missions. That is where we came from. That is where we get our abilities.

In law enforcement, we talk a lot about drugs, but we cannot lose sight of the importance of fisheries. This is a very vital industry in this country, concern for natural resources, and we are going to continue to work with the National Marine Fisheries Services, the states and Congress in that effort.

In drugs, we have taken a leadership role in drug interdiction in this country. We will continue to maintain that role working, we hope, in an even more cooperative manner with the Office of National Drug Control Policy, the DEA, the Customs Service and, most important, I think, with our newest partner in this area, which is the Department of Defense. They bring some significant capability and resources to this. We will be working very closely on this. I have already had some discussions with General Powell and, in fact, if he had been in town this week we were going to sit down together and talk about this. This is high on my list of priorities.

Also, with the Department of Defense, defense preparedness is important. Times are changing. The threat is changing in Europe

with the possibility of pullback of U.S. forces. I think this makes the Coast Guard port security missions even more important. We will be sitting down with Admiral Kelso, the new Chief of Naval Operations, and his fleet CINCs to talk about how the Coast Guard can best fit into this changing role as the Navy shifts its responsibilities also.

Another area in which I think the Coast Guard can play a very vital role in the future is in nation building. We have a tremendous amount of technical and operational expertise, and many of the navies and coast guards of the developing countries around the world look to the Coast Guard as a model. I think we can help in nation building in these areas where they are concerned about protection of the environment, law enforcement, and interdiction of drugs on their shores.

We are working very closely with Panama right now with their National Maritime Service. We have had some training teams down there working and some port security survey teams working with them to increase their capability in these particular areas.

Mr. Chairman, if confirmed as Commandant, I pledge that I will continue to be responsive to priorities of this country as set by the President, by the Congress and by the people, and to use the resources that are provided to us in a balanced and cost effective way. I would be pleased to answer any questions that you may have, Mr. Chairman, or those of any Members of the committee.

Thank you.

[The statement follows:]

DEPARTMENT OF TRANSPORTATION
U. S. COAST GUARD
STATEMENT OF REAR ADMIRAL J. WILLIAM KIME
BEFORE THE COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION
UNITED STATES SENATE
MAY 10, 1990

GOOD MORNING, MR. CHAIRMAN. I AM PLEASED TO APPEAR BEFORE YOU AND THE OTHER MEMBERS OF THIS DISTINGUISHED COMMITTEE TODAY.

LET ME FIRST SAY THAT I AM DEEPLY HONORED BY THE PRESIDENT'S NOMINATION TO SERVE AS THE NINETEENTH COMMANDANT OF THE UNITED STATES COAST GUARD. I ALSO APPRECIATE THE TIME MANY OF YOU HAVE TAKEN TO MEET WITH ME TO DISCUSS PRIORITIES PRIOR TO THIS HEARING. IN MY OVER THIRTY-TWO YEARS' SERVICE, I HAVE FOUND THE COAST GUARD TO BE A HIGHLY COMPETENT AND PROFESSIONAL ORGANIZATION. IN FACT, THESE ATTRIBUTES--COUPLED WITH OUR DEDICATED PERSONNEL, OUR MILITARY ORGANIZATION AND DISCIPLINE, OUR COMMAND AND CONTROL STRUCTURE, OUR SUPPORT STRUCTURE, AND OUR INVENTORY OF HIGHLY-CAPABLE MULTI-MISSION RESOURCES--GIVE US UNMATCHED FLEXIBILITY AND RESPONSIVENESS. I SINCERELY BELIEVE WE ARE THE LEANEST AND MOST EFFECTIVE ORGANIZATION IN THE FEDERAL GOVERNMENT TODAY. I FEEL I HAVE THE NECESSARY EXPERIENCE, ABILITY AND ENERGY, AND LOOK FORWARD TO LEADING THE COAST GUARD. I AM VERY PLEASED WITH REAR ADMIRAL DANIELL'S NOMINATION TO BE MY VICE COMMANDANT. HE WILL SERVE WITH DISTINCTION.

MUCH OF THE CREDIT FOR THE CURRENT EXCELLENT STATE OF THE COAST GUARD BELONGS TO THE PRESENT COMMANDANT, ADMIRAL PAUL YOST. HIS STRONG LEADERSHIP HAS BEEN INSTRUMENTAL IN GUIDING OUR SERVICE THROUGH THE MANY CHALLENGES OF THE PAST FOUR YEARS. THE COAST GUARD'S ACCOMPLISHMENTS UNDER HIS DIRECTION, ALONG WITH THE

RESPECT HE HAS EARNED FOR THE COAST GUARD THROUGHOUT THE EXECUTIVE BRANCH AND IN CONGRESS, PROVIDE AN EXCELLENT BASE ON WHICH I CAN BUILD DURING MY TOUR AS COMMANDANT.

AS THE COAST GUARD COMPLETES 200 YEARS OF PROUD SERVICE TO THIS NATION, I SEE US AS BEING WELL-POSITIONED TO ENTER OUR THIRD CENTURY OF PERFORMING A VARIETY OF MARITIME MISSIONS. I PLEDGE THAT WE WILL CONTINUE TO PROVIDE THE HIGHEST POSSIBLE QUALITY OF SERVICE TO THE AMERICAN PUBLIC AND THE WORLD IN MARITIME SAFETY, PROTECTION OF THE MARINE ENVIRONMENT, MARITIME LAW ENFORCEMENT, AND DEFENSE PREPAREDNESS.

AS COMMANDANT, I WILL WORK TO MEET NATIONAL TRANSPORTATION NEEDS BY APPLYING COAST GUARD RESOURCES TOWARD ENSURING SAFETY ON THE WATER, PREVENTING AND RESPONDING TO OIL SPILLS, CONTRIBUTING TO NATIONAL SECURITY, INTERDICTING ILLEGAL DRUGS, PROVIDING FOR THE SAFE MOVEMENT OF HAZARDOUS MATERIALS, REMOVING UNNECESSARY REGULATIONS ON THE TRANSPORTATION INDUSTRY, AND SUPPORTING OTHER GOALS SET FORTH BY PRESIDENT BUSH, SECRETARY SKINNER AND THE CONGRESS.

PEOPLE ARE OUR MOST IMPORTANT RESOURCE. COAST GUARD PEOPLE--REGULAR, RESERVE, OFFICER, ENLISTED, CIVILIAN, AUXILIARY--ARE TOP-NOTCH. THEY ARE KNOWLEDGEABLE, DEDICATED, WITH A CAN-DO ATTITUDE THAT IS LARGELY RESPONSIBLE FOR THE HIGH LEVEL OF MISSION PERFORMANCE AND EFFECTIVENESS I MENTIONED EARLIER. OUR PEOPLE DESERVE THE BEST SUPPORT WE CAN PROVIDE. AS COMMANDANT, I WILL WORK TO BE CERTAIN THAT OUR PEOPLE HAVE ACCESS TO ADEQUATE HOUSING, PROPER MEDICAL CARE, AND FAMILY SUPPORT SERVICES. OUR PEOPLE MUST BE SUFFICIENTLY TRAINED, AND PROVIDED

THE RIGHT EQUIPMENT TO DO THE JOB. MY NEW MASTER CHIEF PETTY OFFICER OF THE COAST GUARD, MASTER CHIEF ROBERT LLOYD, WILL BE MY LINK TO OUR ENLISTED MEN AND WOMEN.

IN A BROADER CONTEXT, SUPPORT FOR OUR PEOPLE INCLUDES PROVIDING THE BEST POSSIBLE LOGISTIC SUPPORT FOR COAST GUARD UNITS OPERATING WORLD-WIDE. RECRUITING AND RETENTION OF FEMALES AND MINORITIES IN THE COAST GUARD IS A MUST, AND AS COMMANDANT I WILL PURSUE PROGRAMS TO ASSURE SUCCESS HERE.

I HAVE CHARACTERIZED THE COAST GUARD AS FLEXIBLE. I BELIEVE THIS ATTRIBUTE HAS RARELY BEEN MORE IMPORTANT THAN NOW, AS WE FACE THE EMERGING PRIORITIES OF THE 1990'S. **ENVIRONMENTAL PROTECTION AND VESSEL SAFETY** ARE IMPORTANT. I WANT THE COAST GUARD TO MAINTAIN ITS NATIONAL AND INTERNATIONAL LEADERSHIP ROLE IN THESE AREAS. WE ARE ALREADY WORKING ON A NUMBER OF INITIATIVES TO IMPROVE OUR NATION'S OIL SPILL PREVENTION AND RESPONSE CAPABILITIES, AND I WILL ENSURE THAT THESE ARE PURSUED AGGRESSIVELY.

PASSAGE OF REALISTIC OIL SPILL LIABILITY AND COMPENSATION LEGISLATION IS ESSENTIAL. AS CONGRESS DELIBERATES ON THE OIL SPILL BILL, I WILL ENSURE THAT OUR YEARS OF EXPERTISE IN THIS FIELD CONTINUE TO BE AVAILABLE TO THE CONFEREES AND STAFF, IN A COOPERATIVE EFFORT TO DEVELOP LEGISLATION WHICH WILL BEST SERVE THE NATION.

OUR COUNTRY NEEDS WORLD-CLASS VESSEL TRAFFIC SERVICES IN OUR MAJOR PORTS; AS SUCH, I WILL EMPHASIZE PLANNED AND ONGOING STUDIES, AND ENSURE THAT THE VTS PROGRAM IS A TOP PRIORITY.

OUR TRADITIONAL MISSIONS IN **MARITIME SAFETY** WILL CONTINUE AS A NATIONAL PRIORITY IN THE DECADE AHEAD. WE CAN NEVER NEGLECT OR EVEN DIMINISH OUR ROLE AS "LIFESAVERS"--REPRESENTED BY THE SEARCH AND RESCUE, AIDS TO NAVIGATION AND BOATING SAFETY PROGRAMS. THIS ROLE IS THE CORE AROUND WHICH THE ENTIRE COAST GUARD IS BUILT; IN FACT, OUR CONSIDERABLE MARITIME EXPERTISE EVOLVES FROM THESE MISSIONS.

IN 1989, HURRICANE HUGO AND THE CALIFORNIA EARTHQUAKE HIGHLIGHTED THE IMPORTANCE OF THE COAST GUARD IN NATURAL DISASTER RESPONSE. OUR ACTIVE DUTY, RESERVE, CIVILIAN AND AUXILIARY PERSONNEL PERFORMED ADMIRABLY DURING THOSE EMERGENCIES, AND WE MUST MAINTAIN AND EXPAND UPON THIS ABILITY.

IN **MARITIME LAW ENFORCEMENT**, I SEE THE COAST GUARD CONTINUING ITS LEADERSHIP ROLE IN DRUG INTERDICTION. I PLAN TO CONTINUE--AND WHERE POSSIBLE, IMPROVE ON--THE CLOSE WORKING RELATIONSHIPS AMONG THE COAST GUARD, THE OFFICE OF NATIONAL DRUG CONTROL POLICY, THE DEPARTMENT OF DEFENSE, THE DRUG ENFORCEMENT ADMINISTRATION, THE CUSTOMS SERVICE, AND OTHER AGENCIES WE WORK WITH IN THE LAW ENFORCEMENT FIELD. IN THE AREA OF FISHERIES LAW ENFORCEMENT I LOOK FORWARD TO A CONTINUING CLOSE RELATIONSHIP WITH THE NATIONAL MARINE FISHERIES SERVICE.

IN **DEFENSE PREPAREDNESS**, THE COAST GUARD WILL CONTINUE TO HAVE A SIGNIFICANT ROLE. IF THE U. S. DRAWS DOWN FORCE LEVELS OVERSEAS, A VIABLE MILITARY SEALIFT CAPABILITY AND SECURE OPERATION OF U. S. PORTS IN TIME OF NATIONAL EMERGENCY WILL TAKE ON GREATER IMPORTANCE. THE COAST GUARD'S PORT SAFETY AND SECURITY RESPONSIBILITIES WILL PLAY A KEY ROLE HERE. AS SUCH, WE

WILL REVIEW WITH THE CHIEF OF NAVAL OPERATIONS AND THE FLEET COMMANDERS IN CHIEF OUR MUTUAL RESPONSIBILITIES, TO BE CERTAIN THE ROLE THE COAST GUARD WILL PLAY UNDER THE MARITIME DEFENSE ZONE CONCEPT IS RESPONSIVE TO THESE CHANGING NATIONAL NEEDS. IN ADDITION, I SEE OUR ROLE IN THE INTERNATIONAL ARENA GROWING IN THE YEARS AHEAD, AS WE CONTINUE TO SHARE OUR TECHNICAL AND OPERATIONAL EXPERTISE WITH OTHER COUNTRIES' NAVAL AND COAST GUARD FORCES. NEW COAST GUARD INITIATIVES INVOLVING TRAINING AND OPERATIONS WITH PANAMA'S NATIONAL MARITIME SERVICE ARE A GOOD EXAMPLE OF THESE INTERNATIONAL ACTIVITIES.

IN SUMMARY, I VIEW THE COAST GUARD'S BICENTENNIAL NOT SO MUCH AS THE END OF 200 YEARS' SERVICE, BUT AS A MILESTONE IN OUR CONTINUING ROLE AS A DIVERSE, RESPONSIVE MARITIME AGENCY. I SEE THE COAST GUARD ENTERING ITS THIRD CENTURY OF SERVICE TO OUR NATION, READY, WILLING AND ABLE TO RESPOND TO CHANGING NATIONAL NEEDS AND PRIORITIES, WHILE MAINTAINING THE PROPER BALANCE AMONG ITS VARIED OPERATIONAL AND SUPPORT PROGRAMS.

I WILL WORK WITH BOTH THE ADMINISTRATION AND THE CONGRESS TO ENSURE THE COAST GUARD IS RESPONSIVE TO NATIONAL PRIORITIES, AND HAS THE NECESSARY RESOURCES TO PROVIDE THE HIGHEST POSSIBLE QUALITY OF SERVICE TO THE AMERICAN PUBLIC. I PLEDGE THAT, AS COMMANDANT, I WILL ENSURE THOSE RESOURCES ARE USED EFFICIENTLY AND IN A BALANCED WAY.

THANK YOU FOR THE OPPORTUNITY TO SPEAK BEFORE YOU TODAY. I WILL BE HAPPY TO RESPOND TO ANY QUESTIONS YOU MIGHT HAVE.

The CHAIRMAN. I think we would like to hear from Admiral Daniell if he has a statement.

I want to endorse and am confident Senator Stevens and all of us, the entire Congress, would endorse your comments with regard to Admiral Yost. He has done an outstanding job.

Admiral Daniell.

[The biographical sketch and prehearing questions and answers follow:]

ERNEST F. HOLLINGS, SOUTH CAROLINA, CHAIRMAN
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W. ALLEN MOORE, MINORITY CHIEF OF STAFF

United States Senate
COMMITTEE ON COMMERCE, SCIENCE, AND TRANSPORTATION
WASHINGTON, DC 20510-6125

STATEMENT FOR COMPLETION BY PRESIDENTIAL NOMINEES

(If more space is needed, please use attached REMARKS sheet)

A. BIOGRAPHICAL DATA

1. Name: Daniell (Last) Martin (First) Haynes Jr. (Other)

Address: 15685 S.W. 123rd Avenue (Current residence) 909 S.E. 1st Avenue (Business)

Miami, Florida 33177 Miami, Florida 33131-3050

2. Position to which nominated: Vice Admiral Date of nomination:

3. Date of birth: June (month) 10 (day) 1935 (year) Place of birth: Ensenada, Puerto Rico

4. Marital status: Married Full name of Spouse: Carolyn Betancourt Daniell

5. Names and ages of children: Abby S. Daniell 24

Jennifer S. Daniell 23

Martin H. Daniell 20

6. Education:

Institution	Dates attended	Degrees received	Dates of degrees
Dartmouth College	1953-1957	Bachelor of Arts Economics	1957
U.S. Naval Postgraduate School	1965-1966	Master of Science Management	1966
Industrial College of the Armed Forces	1977-1978	Non-degree program	

7. Employment record: List all positions held since college, including the title or description of job, name of employer, location of work, and dates of inclusive employment.

From	To	Name of employer	Address	Type of work
See Attached Sheet				

8. Government experience: List any experience in or direct association with Federal, State, or local governments including any advisory, consultative, honorary or other part-time service or positions.

See Attached Sheet

9. Political affiliations activities: List all memberships and offices held in or financial contributions and services rendered to all political parties or election committees during the last 10 years.

None

STATEMENT FOR COMPLETION BY PRESIDENTIAL NOMINEES

UNITED STATES COAST GUARD

BLOCKS 7 AND 8:

Page 2 (continued)

7. Employment record/Government Experience:

From	To	Name of employer	Address	Type of work
June 1957	November 1957	Cummins Engine Co.	Columbus, Indiana	Management trainee
1958		Commissioned through Officer Candidate School		
1958	1960	CGC WINNEBAGO	Honolulu Hawaii	First Lieutenant
1960	1961	CGC CAPE HORN	Provincetown Massachusetts	Commanding Officer
1961	1963	CGC BLACKTHORN	Mobile, Alabama	Executive Officer
1963	1965	CG Base Ketchikan	Ketchikan, Alaska	Operations Officer
1965	1966	Graduate School	Monterey, California	Student
1966	1969	U. S. C. G. Academy	New London, Connecticut	Asst. Professor
1969	1972	CGC BITTERSWEET	Ketchikan, Alaska	Commanding Officer
1972	1976	CG Headquarters	Washington, D.C.	Personnel Admin.
1976	1977	CGC YOCONA	Astoria, Oregon	Commanding Officer
1977	1978	National Defense University	Washington, D.C.	Student
1978	1981	CG Group Mobile	Mobile, Alabama	Group Commander
1981	1983	CGC MELLON	Seattle, Washington	Commanding Officer
1983	1984	Operational Law Enforcement	CG Headquarters	Division Chief
1984	1985	Office of Operations	CG Headquarters	Deputy Chief
1985	1986	Chief of Staff	CG Headquarters	Deputy Chief
1986	1988	Office of Navigation	CG Headquarters	Chief
1988	1990	Commander Seventh Coast Guard District	Miami, Florida	District Commander

10. Memberships: List all memberships and offices held in professional, fraternal, scholarly, civic, charitable, and other organizations.

Dartmouth Alumni Association (member)

U.S. Coast Guard Academy Alumni Association (member)

U.S. Naval Institute (member)

11. Honors and awards: List all scholarships, fellowships, honorary degrees, honorary society memberships, and any other special recognitions for outstanding service or achievement.

CG Legion of Merit

CG Meritorious Service Medal with Gold Star

CG Commendation Medal with two Gold Stars and "O" Device

CG Unit Commendation Medal with "O" Device

CG Meritorious Unit Commendation with two Gold Stars and "O" Device

12. Published writings: List the titles, publishers, and dates of books, articles, reports, or other published materials you have written.

None

Vice Commandant
10 May 1990

VICE COMMANDANT'S ROLE

QUESTION: Admiral, if confirmed as Vice Commandant, what role do you expect to play in the day-to-day management of the Coast Guard?

ANSWER: **MAJOR POINTS**

1. PRIMARY RESPONSIBILITY, ADVISE AND ASSIST THE COMMANDANT
   - Admiral Kime and I have, of course, discussed this at some length. Due to the complexity of the issues involved, I expect to work very closely with the Commandant, sharing the responsibility and the work associated with that position both in the establishment of policy and management of day-to-day functions of the Coast Guard.
   - I expect to be the Commandant's closest advisor in all matters relating to the Coast Guard.
   - Chair the Senior Advisory Group (all three star flags plus G-CCS) ... top management policy group.

2. CO-CHAIR THE NAVGUARD BOARD
   - Work with representatives of the CNO on the NAVGUARD board.
   - Discuss/resolve use of Coast Guard and Navy resources to increased mutual benefit.

Vice Commandant
10 May 1990

CHALLENGES FOR THE VICE COMMANDANT

QUESTION: What are the most important challenges you face as Vice Commandant as you look forward to the next four years?

ANSWER: **MAJOR POINTS**

1. SECURE ADEQUATE FUNDING FOR THE COAST GUARD
   - Need adequate funding within DOT Approp now more than ever with DOD facing cuts.
   - Major new environmental protection tasking in the wings for CG. Need new funding and people for this and any other new or expanded mission.
   - Place renewed emphasis on replacing obsolete vessels and rebuilding our deteriorating shore plant.

2. PERSONNEL LEVELS
   - We do not have enough people to maintain the current level of service and do all we feel needs to be done.
   - We can't afford all the people authorized now due to required pay raise absorptions, budget reductions.
   - We must continue to support our people, and we must have additional people to take on additional taskings.

3. MAINTAIN BALANCED, MULTI-MISSION CHARACTER
   - Coast Guard's strength has always been its flexibility.
   - Recall recent events:
     - o Exxon Valdez spill
     - o Hurricane Hugo
     - o San Fran earthquake
     - o Mississippi River drought
   - Proper balance is essential, CG must continue proper relative emphasis among:
     - o Maritime Safety
     - o Maritime Law Enforcement
     - o Environmental Protection
     - o Defense Preparedness

4. DEAL WITH PEOPLE ISSUES
- Housing is a top priority.
  - o Current allowances have fallen well behind expenses, particularly in many high cost areas where CG people must work and live.
  - o We need to provide adequate, affordable housing for our people.
- Must find new and better ways to recruit and retain women and minority members.
- Provide our members opportunities for access to adequate child care.

Vice Commandant 5 10
10 May 1990

CONTINUE TO PUT MORE RESOURCES ON WAR ON DRUGS

QUESTION: In the past few years, the Coast Guard has devoted an increasingly larger proportion of its resources (budget and personnel) to the "War on Drugs." Do you think additional resources are needed in this area?

ANSWER: **MAJOR POINTS**

1. EXPECT THIS TREND WILL LEVEL OFF	- National Drug Control Strategy says existing interdiction programs will continue at current levels. - Existing systems to be completed and better integrated.
2. INTERDICTION PRESSURE MUST BE MAINTAINED	- Interdiction must hold the line until demand programs take hold. - Easier access to drugs would stimulate demand. - Can't afford to cut back ... must continue to make it difficult for the drug smuggler.
3. DOD BECOMING A MAJOR PLAYER	- CG will work closely with DOD to integrate their available resources into the overall effort. - My recent assignment as Seventh District Commander gave me many oppotunities to work with DOD forces in the Caribbean Squadron, Bahamas and elsewhere throughout the region. I feel particularly well qualified to assess how we can accommodate their changing role.
4. ALL CG RESOURCES ARE MULTI-MISSION ...	- Have been able to use resources to adequately accomplish all mission areas (i.e. SAR, LE, MEP, etc.). - Will continue to examine best possible utilization and distribution of resources.
5. FLEXIBILITY LIMITED	- Congressionally mandated Drug/LE floor ($567M OE FY90) ... and MEP floor ($168M OE FY90) - Prohibited from closing units.

STATEMENT OF REAR ADM. MARTIN H. DANIELL, JR.

Admiral DANIELL. Good morning, Mr. Chairman. I am also pleased to be nominated, in my case, for the position of Vice Commandant and particularly pleased this morning to have been introduced by Senator Stevens, in whose district I have worked for a total of seven years out of my career.

I have worked with Admiral Kime in the past. We had a very close relationship during the early 1980s at a time when he was running the day-to-day drug operations in the Seventh District out of Miami and I was the program manager for law enforcement nationwide here in Washington, DC.

I know that we can work together based on that experience. I am looking forward to working with him again. I feel that our professional backgrounds over the past 30 odd years complement each other in terms of the things that he and I have done professionally. We have come up in slightly different tracks in the Coast Guard. We have discussed his program. I support it enthusiastically and wholeheartedly, and I would pledge to you that if confirmed I will do my level best to give Admiral Kime the very best of my energy, support and dedication in the years to come.

Thank you, sir.

The CHAIRMAN. You will be here in Washington, Admiral Daniell?

Admiral DANIELL. Yes, sir.

The CHAIRMAN. You are moving closer to Charleston. That is closer than Miami.

We are trying to get him down there.

I want to ask questions, Senator Stevens, with regard to marine safety, construction funding and oil spill legislation. I want to cover those very briefly and then yield to you.

With respect to safety, Admiral Daniell, when we have a vessel lost off of Charleston, we often have to wait two hours before we can get a chopper up from Savannah to help with the search mission.

Many times, of course, night is falling or the weather is getting even more severe. We have saved a lot of folks from boat accidents.

The fact is, I lost one of my best friends, Neeley Thompson, who was heading up a search mission. I have been with him in that plane when we tried to supplement the Coast Guard activity. I know the Coast Guard is limited with its funds and assets and has a very difficult time covering the entire coast. But with all the boating activity we have around Charleston, we need a chopper installation there.

On conflicts, Admiral Kime, you have the conflicts with the Customs Service that you mentioned in the Seventh District, and then I want to talk about the Army Corps of Engineers and the Bridges Administration Program.

Let me talk about drug interdiction in the Seventh District. In working with the Customs Service, have we evened out now the conflicts there?

Admiral KIME. I will let Admiral Daniell speak to that, also, Mr. Chairman, but yes, I think we have. I think right now our relationship with Ms. Hallett, the new Commissioner of Customs, and Ad-

miral Yost and the Coast Guard is very harmonious. I do not think relations have ever been better.

The new director of administration and law enforcement for the Customs Service, Mr. John Hensley, is assuming his position here in Washington very shortly. He had a similar position with me out on the west coast, and we got along splendidly. I am looking forward to working with him.

I have met Commissioner Hallett, and my relationship with her has been quite good, I think.

As far as the specifics of the Seventh District right now, though, Admiral Daniell can speak to that.

The CHAIRMAN. Admiral Daniell.

Admiral DANIELL. Senator, I think that the business of conflict between the Coast Guard and the Customs Service as it may have existed in the past at the local level in Miami is really what could best be described as ancient history at this point in time. During my tenure there, the relationship has been absolutely tremendous. It has been harmonious. It has been frequent, interactive and very positive.

Just to give you one example, from the moment I arrived there in July of 1988, the then regional commissioner of Customs, Mr. George Heavy, and I arranged to meet on a daily basis in what was then a morning briefing by the National Narcotics Border Interdiction System in a forum which has since been supplanted by a local organization that the Customs Service and the Coast Guard formed with its own resources on a cooperative basis so that we could continue that. That is the level of cooperation that we have at the local level in Miami.

I would also point out that we are sharing a strip alert air interdiction program with jointly manned sites in Miami, jointly manned sites in Guantanamo Bay, and most recently in response to a movement of the drug theater down into the Eastern Caribbean, Puerto Rico and the British Virgin Islands.

Within the past six months we have jointly manned a strip alert status of the Coast Guard air station at Boringuen. The Customs provides its aircraft, we provide ours, and we do watch and watch.

I would also add that with regard to the present Commissioner of Customs, Commissioner Hallett, she and I worked together for about a year and a half, most recently in conjunction with the Bahamas Task Force when I was District Commander, the position that I still hold in Miami, and she was U.S. Ambassador to the Bahamas. So really, in our relationship I know there have been disagreements in the past, but I think that they are a thing of the past.

The CHAIRMAN. Wonderful.

Admiral Kime, relative to the bridges, the cardinal principle is to keep open the navigable stream. Yet, in your administration of bridges, we noted here the year before last that the administration recommended that they relieve the Coast Guard of that responsibility and give it to the Corps of Engineers. Then last year Admiral Yost came to me and said he would take it back over.

I think perhaps the problem spawns from a lack of flexibility. There may be some other factors that the committee is not aware of. We would ask that the Coast Guard study the bridge adminis-

tration and by the end of the year give us a report on what you think should be done relative to bridges, the Coast Guard and the administration there.

I am thinking of that flexibility. I am thinking of changes in the circumstances affecting bridges. Senator Stevens and I had hearings right here at this table 20 years ago relative to everyone moving down to the sea. That is how we got the Coastal Zone Management Act. Now if there is a little spit of land, they want to build on it, and that causes congestion on all of these coastal bridges. That has got to be addressed.

There has to be some kind of flexibility from the old position of it is a navigable stream and urbanization be damned. The development is there, and we have to cope with it. You have done a pretty good job down in Miami, as you know, with openings and closings there, but if you have any recommendations I would like for you to bring them to the committee's attention.

Admiral KIME. We will certainly do that, Senator. I know you have concerns about that. I have studied the bridges over the intracoastal waterways. We will take a look at that.

We will also confer with your staff on the particulars of taking a look at this.

I am pleased that you said Admiral Yost did respond to the immediate need you saw there and, in fact, that effort is ongoing. People from the Coast Guard in Washington and also the Seventh District will be meeting with State and local officials in South Carolina on May 15 to further pursue that effort, but we are most pleased to take a more in-depth look at that, and we will get back to the committee.

The CHAIRMAN. Good.

Is the 1991 request to the President on construction and maintenance up to date on your assets and your facilities? Is that request of the President sufficient?

I had better word that better. Nobody in the administration wants to say the President was inadequate in his request, but that is what the committee wants to know. It gets cut on the way over there to OMB, and that is what we are trying to find out at the committee level. We do not want things to go to pot because actually we lose money, and then we come in on an emergency basis.

Have you had a chance to look over that construction budget?

Admiral KIME. Yes, I have, Senator. We have looked at the budget for fiscal year 1991, the entire Coast Guard budget. Certainly cuts do take place as the budgets progress through, but this year we think they have been minimal for the fiscal year 1991 budget.

I had a recent update on that when I was back here on Tuesday. We certainly can feel that the President's budget, the fiscal year 1991 budget that has been submitted to the Congress, is adequate for the Coast Guard in what we want to do.

We recognize, also, however, that the fiscal year 1990 budget was supplemented in construction funds from the DOD budget as has been done in past years thanks in great part to the efforts of Senator Stevens. We hope very much that the ice breaker that is in that budget continues to survive so that we can begin construction, much needed construction, of a third ice breaker and possibly in the out years of yet a fourth one.

The CHAIRMAN. Finally on the oil spill legislation, do you have any recommendations this morning to the committee? We are in conference, and it has been very difficult, as you know. From your vantage point, as you indicated in your opening statement, working some nine years on it, do you have a comment this morning?

Admiral KIME. Well, Senator, I think the administration has just put forward a new position on double hull construction which I think the conferees received late last night or this morning. I had the privilege to be part of that, and hopefully that will help us out of one of the dilemmas with which we have been faced in finalizing the legislation.

Senator, I understand the position of the Senate and especially the Senate leadership on the question of the protocols. I would like at this time to make a pitch for the protocols. We think they are in the best interest of this country. They provide some significant protection for our people. They were renegotiated even though we were not members to the basic conventions to which the protocols applied with the full input of the Senate, and for the most part we did manage to carry the day in London and achieve everything that has been asked. Our friends in the rest of the world are aware of that.

I appreciate the concerns that the Senate has in these areas, and I think they are well-founded concerns. We feel that on balance it is in the best interest of the United States to proceed with ratification and, if necessary, then modification of the protocols. This has been discussed in great depth and is continuing on in discussions between the conferees and members of the Department of Transportation and the Coast Guard.

I think the only other thing I would say is that the oil spill legislation will give significant new responsibilities again to the Coast Guard. We welcome those responsibilities. We think we are the proper place for those responsibilities to be placed. We would just hope that the Congress in giving us these responsibilities recognizes that we will need resources to go with them. We look forward to working with you all on just exactly what our needs will be, based upon how the legislation turns out.

The CHAIRMAN. Thank you.

Senator Stevens.

Senator STEVENS. Mr. Chairman, thank you very much.

Admiral, you have mentioned the new position of the Coast Guard on the double hull construction. Could you fill us in a little bit more on that now? You formalized that, as I understand.

Admiral KIME. Yes, Senator. This is the administration's position, and it has been cleared through the administration.

As far as ocean-going vessels are concerned, the position is that new construction would require seagoing vessels entering our ports after the year 2000—for existing vessels if they are 25 years old—to have double hulls. A double hull has to be defined, and our staff is working with the conferees' staff on just exactly what the definition of a double hull is. Basically, as I said, for new construction for ocean-going ships and barges it is double hulls, and existing vessels after the year 2000 and after they are 25 years old would be required to have double hulls, also.

It also stresses the desire to have some flexibility to apply anything that comes out of the Marine Board of the National Academy of Sciences study on alternatives, et cetera. Some flexibility is desired there.

As far as inland barges are concerned, the proposal is to require double hulls on inland barges after the year 2015. So this provides sufficient lead time, we feel, to accommodate the barge industry. That is the position that was put forward in a letter signed by Secretary Skinner yesterday and delivered late yesterday evening to the conferees.

Senator STEVENS. That is very interesting. We look forward to studying that.

Mr. Chairman, our late friend, chairman and mentor, Warren Magnuson, would certainly be clapping his hands to hear that the administration has finally changed its position with regard to double hulls, and I congratulate you, Admiral Kime. I am not quite sure it goes far enough yet, but at least it is a turn in the right direction.

Admiral KIME. Thank you, Senator.

Senator STEVENS. Let me express just one concern about safety. We have an increasing concern about the people working on the factory tawl fleet off Alaska. It is a fleet of increasing size. It seems to have utter disregard for load line and stability regulations of the Coast Guard, and I am hopeful that you will be able to encourage your people to go further in enforcing your regulations. We have had an increased safety problem off Alaska, as you know, and more and more people are getting concerned about the size of this fleet and its failure to observe these load line and stability requirements of the Coast Guard. I hope that you can take a look at that.

The other thing, Mr. Chairman, that I should mention here in the record and about which I talked to Admiral Kime just this morning, I would hope that, Admiral, you would find a way to form some sort of a task force to look at the Navy's transition. We are coming finally, we hope, into a period of real peacetime. In peacetime the Coast Guard's role increases as the Navy's role decreases. I think that we ought to be certain that we have the baseline for the Coast Guard by the time that transition is completed because we will no longer be able to get money from the Navy budget, the defense budget, to shift over to the Coast Guard. The Coast Guard budget will have to have a sufficient base to maintain itself through this period and to grow to meet the increasing requirements.

I think we have to find a way to get into the baseline an increased level of support for the Coast Guard. It is going to take some work from your people and this committee working with the OMB to structuralize the additions we have been making in the past from the defense budget and move them into the Coast Guard base. I am sure we will work with you on that and want to see to it that there will be no further necessity in the out years for transfers from the defense budget because there will be no extra money in the defense budget in the future years, the way I see it.

I would like to be sure that you have some people watching that and knowing where those changes have to be. We provided access

to Navy fuel stores, to other items of in-kind transfers to the Coast Guard, but I do not think we will be able to do it in the future.

The CHAIRMAN. If you could give us your operating budget. You see, I am over on the Budget Committee, too, and when we get to that level they are looking at your past levels of solely Coast Guard allocations and not from the defense. So if you can just say last year, the 1989 fiscal year, we used these moneys in a letter to me I would appreciate it because then that will show just exactly how the Coast Guard is having to operate and will give me a chance to use that as a baseline when we make these 302(b) allocations in the budget itself.

Admiral KIME. Mr. Chairman, I appreciate that very much. We have that information available, and we will put that in the form of a letter to you for your use.

I appreciate the support from both of you that you have indicated for our budget. Admiral Yost has tried for a long time to stress the fact that we do want the entire Coast Guard funding in our base in function 400.

I agree with what Senator Stevens has said, that this will become more difficult as the drawdown within the Department of Defense occurs. We do plan to work very closely with the Department of Defense as they determine exactly what their future is going to be.

In my preliminary discussions with the Navy, they are still deciding exactly how this will shake out within the Department and how it will impact the Navy.

Senator, as far as the safety of the process vessels, we certainly will take a very careful look at that, and we will get back to you on that, also.

Senator STEVENS. Thank you very much, Admiral.

The CHAIRMAN. Thank you very much, Admiral Daniell and Admiral Kime. We appreciate it very much. The committee will move promptly on confirmation.

The committee will be in recess.

[Whereupon, at 10:00 a.m. the hearing was adjourned.]

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